

The Fireman's Journal

AND MILITARY GAZETTE.

MARCUS D. BORUCK, Editor.

SAN FRANCISCO

SATURDAY MORNING, MAY 23, 1857.

To the Members of the San Francisco Fire Department.

We, the undersigned, a special committee of the Fire Department, appointed by the Board of Delegates of this Fire Department, inform you that a book of subscription is now open at the office of H. A. COBB, Nos. 100 and 102 Montgomery street, for the purpose of receiving donations to erect a permanent monument to the memory of the firemen who perished in discharging their duty as firemen.

H. A. COBB, Chairman.

W. H. SILVERTHORN, Secretary.

E. P. BUCKLEY.

Notice.

Mr. DANIEL G. WALDRON is now traveling through the State as Agent and Correspondent of this paper, and is duly authorized to transact all business connected with it. We hope our friends will extend him every assistance and attention at their command.

Notice to Mail Subscribers of MARYVILLE. We shall herewith send our list of mail subscribers through Wells Fargo & Co. Express to our Agents A. Randall & Co., where they will receive them one day sooner than heretofore.

Answers to Correspondents.

NEW YORK.—The Fire Department of New York, numbers forty-eight engines, fifty-two hose, fourteen hook and ladder, and four hydraulic companies. There are three thousand five hundred men, and eighty thousand feet of hose. The Board of Engineers consist of the following gentlemen: Chief Engineer, Henry H. Howard; Assistant Engineers, John A. Cregier, John B. Smith, John D. Decker, Peter W. Cornell, Eliza Kingland, William T. Manley, Noah L. Karaham, Timothy L. West, James P. Wrenn, John W. Jacobs, G. P. Rich, John Brier, and Daniel Donnay. Mr. Cregier is the senior Engineer.

P. H. C., NEW YORK.—Many thanks to you for the valuable article forwarded us. We will give it the earliest opportunity. It will give us great pleasure to send you our paper regularly.

Badges.

It gives us great gratification to state that the Chief Engineer will probably recommend in his next report "the propriety of the entire department procuring badges," to be used by members, not equipped in the insignia of their various companies. This is a measure we have strenuously advocated for a long time, believing it of more importance than any other question of policy at present occupying the attention of the Department. Under the new police arrangements of the Chief of that Department, it has become absolutely necessary that some such step should be taken by which the police may be able to distinguish the firemen from the loafers and drones who are constantly in the way at a fire. We cannot see any reasonable excuse why such a law should not be passed by the Board. Let the police be stationed at the various intersections of the block in which the fire occurs, and we will find that the firemen will work to a much better advantage than ever before known in this city.

We have heard but one serious objection urged against "badges." It is that it deprives volunteers of the privilege of working upon the brakes. To this we would reply that the Department recognizes no such person as a volunteer. The company is responsible for the conduct of every person during the time of said person's wearing its equipments, and we think any company having a number of trusty volunteers, men in whom they have confidence, have a perfect right to provide said volunteers with a badge which will pass them through the lines of the police, and enable them to work on their engine. Already one prominent company has under consideration the propriety of furnishing each of their volunteers with a badge, with the number of the company thereon, we predict that the system will be found to work admirably. At all events, let the Chief make the recommendation, and, with proper regulations as to the police, we are convinced that the "badge" order will prove the most popular one yet passed for the government of the Fire Department.

Borrowed Plumage.

On several occasions a certain apothecary firm on Montgomery street have sent communications to the Board of Delegates, offering to furnish gratuitously to sick members of the Fire Department of the city of San Francisco such medicines as might be required. Their offer was accepted by the Board, and a resolution passed thanking them for their generosity, which was transmitted to them under the seal of the Department. On the occasion of Mr. Muir's being injured on Saturday last, his friends thought to avail themselves of the kindness of this firm, when to their surprise charges were made for the medicines, as high, if not higher, than usually charged by the most fashionable establishments on ordinary occasions. Upon being called upon for an explanation, they replied that it was true they had sent in such a communication, but it was only intended to apply to those who were unable to pay!

The gentleman making the inquiry indignantly replied that the members of the Department were not "paupers," and could pay for what they required, but had merely availed themselves of their voluntary offer.

We mention this, that whatever cost they may have gained by this show of benevolence, may be dispensed for, there is no drug in the community that will not give gratis to the poor sick members of the Department that they may be required by them. We would say to the Department that Messrs. Keith & Co., corner Montgomery and Clay streets, are always prepared to furnish the Department with medicines, free of charge, under all circumstances.

Since writing the above, we have procured a transcript of the minutes of the meeting of the Board of Delegates of January 9th, 1856, which reads as follows: "Resolved, That a committee be appointed to inquire into the propriety of the Department, for the purpose of furnishing medicines to sick members of the Department, and to report thereon at the next meeting of the Board of Delegates."

Communication from W. B. Little, asking to be allowed to put gratis, all medicines needed by firemen injured in the discharge of their duty. The following resolution offered by Mr. Jacob Randall, of San Francisco Hook and Ladder Company, was unanimously adopted: "Resolved, That a committee be appointed to inquire into the propriety of the Department, for the purpose of furnishing medicines to sick members of the Department, and to report thereon at the next meeting of the Board of Delegates."

Street Repairs.

Many of the principal thoroughfares of the city are in as bad condition as they were before the Consolidation Bill went into effect. The same old gaping holes exist in many places at present as they did some two or three years ago. On the whole, this is more especially the case, and the unwary arriving from the interior or from ship-board, are just as liable to plunge unseen into one of them on a dark night, as at any other time. We have heard of no new cases of drowning lately, but we candidly believe the body of many a poor fellow lies buried deep in the mud beneath the planks along the water front of the city. In a migratory community like ours, his fate would never be known. His friends (if he was fortunate enough to have any) might miss him for a day or two, but after that they would lapse into forgetfulness, or, at best, probably that he had left the country or gone to the mines to better his fortune. Several of the principal streets in the very heart of the city are almost entirely devoted to their planking.

H. A. COBB, Chairman.

W. H. SILVERTHORN, Secretary.

E. P. BUCKLEY.

Notice.

Mr. DANIEL G. WALDRON is now traveling through the State as Agent and Correspondent of this paper, and is duly authorized to transact all business connected with it. We hope our friends will extend him every assistance and attention at their command.

Notice to Mail Subscribers of MARYVILLE.

We shall herewith send our list of mail subscribers through Wells Fargo & Co. Express to our Agents A. Randall & Co., where they will receive them one day sooner than heretofore.

Answers to Correspondents.

NEW YORK.—The Fire Department of New York, numbers forty-eight engines, fifty-two hose, fourteen hook and ladder, and four hydraulic companies. There are three thousand five hundred men, and eighty thousand feet of hose. The Board of Engineers consist of the following gentlemen: Chief Engineer, Henry H. Howard; Assistant Engineers, John A. Cregier, John B. Smith, John D. Decker, Peter W. Cornell, Eliza Kingland, William T. Manley, Noah L. Karaham, Timothy L. West, James P. Wrenn, John W. Jacobs, G. P. Rich, John Brier, and Daniel Donnay. Mr. Cregier is the senior Engineer.

P. H. C., NEW YORK.—Many thanks to you for the valuable article forwarded us. We will give it the earliest opportunity. It will give us great pleasure to send you our paper regularly.

Badges.

It gives us great gratification to state that the Chief Engineer will probably recommend in his next report "the propriety of the entire department procuring badges," to be used by members, not equipped in the insignia of their various companies. This is a measure we have strenuously advocated for a long time, believing it of more importance than any other question of policy at present occupying the attention of the Department. Under the new police arrangements of the Chief of that Department, it has become absolutely necessary that some such step should be taken by which the police may be able to distinguish the firemen from the loafers and drones who are constantly in the way at a fire. We cannot see any reasonable excuse why such a law should not be passed by the Board. Let the police be stationed at the various intersections of the block in which the fire occurs, and we will find that the firemen will work to a much better advantage than ever before known in this city.

We have heard but one serious objection urged against "badges." It is that it deprives volunteers of the privilege of working upon the brakes. To this we would reply that the Department recognizes no such person as a volunteer. The company is responsible for the conduct of every person during the time of said person's wearing its equipments, and we think any company having a number of trusty volunteers, men in whom they have confidence, have a perfect right to provide said volunteers with a badge which will pass them through the lines of the police, and enable them to work on their engine. Already one prominent company has under consideration the propriety of furnishing each of their volunteers with a badge, with the number of the company thereon, we predict that the system will be found to work admirably. At all events, let the Chief make the recommendation, and, with proper regulations as to the police, we are convinced that the "badge" order will prove the most popular one yet passed for the government of the Fire Department.

THE CENTURY FUND.—It is imperatively necessary that every member of the Department should put forward and contribute his mite in aid of the century fund. The six months allowed by the proprietors for the placing of the fence around the lot is rapidly passing away and yet no decisive step has been taken in the matter. The committee exerted themselves to the utmost, but their industry will avail nothing unless seconded by the good will and liberality of the members of the department. It is certainly within the power of almost the entire department to contribute a small sum towards so deserving an object. It cannot be expected that Mr. Cobb, the chairman of the committee can find time to visit and solicit personally a donation from each member, but he will always be found at his office, both ready and willing to take all amounts, large and small which may be tendered him, we hope the members of the department will come forward without further delay and by their contributions give the committee sufficient basis upon which to commence the work of enclosing the ground.

TO THE PUBLIC.—The undersigned, a Committee appointed by the Board of Delegates of the San Francisco Fire Department, for the purpose of raising an amount sufficient to construct a fence around the Fireman's Cemetery, in Lone Mountain, and erect a monument in memory of those members of the organization who die in the discharge of their duty, call your attention to the advertisement, in another column, announcing a benefit in aid of the above object at Lee and Bennett's North American Circus, on Saturday evening, and ask your earnest co-operation and support—believing that all such aid should come from the people as a whole, and not alone from the firemen themselves. Surely we hazard nothing in saying the people of this great city can contribute an amount equal to the provision of a last resting place for those who die saving them.

HENRY A. COBB, Chairman.

W. H. SILVERTHORN, Secretary.

E. P. BUCKLEY.

Committee.

San Francisco, May 23, 1857.

Communication from W. B. Little, asking to be allowed to put gratis, all medicines needed by firemen injured in the discharge of their duty. The following resolution offered by Mr. Jacob Randall, of San Francisco Hook and Ladder Company, was unanimously adopted: "Resolved, That a committee be appointed to inquire into the propriety of the Department, for the purpose of furnishing medicines to sick members of the Department, and to report thereon at the next meeting of the Board of Delegates."

Communication from W. B. Little, asking to be allowed to put gratis, all medicines needed by firemen injured in the discharge of their duty. The following resolution offered by Mr. Jacob Randall, of San Francisco Hook and Ladder Company, was unanimously adopted: "Resolved, That a committee be appointed to inquire into the propriety of the Department, for the purpose of furnishing medicines to sick members of the Department, and to report thereon at the next meeting of the Board of Delegates."

Letter from Sacramento.

SACRAMENTO, May 21, 1857.

EDITOR FIREMAN'S JOURNAL.—DEAR SIR: In the death of items about I arrived at the "pious" conclusion that a few weeks from the "City of the Plains" for the benefit of your numerous readers would not come amiss.

To commence, I will give you an accurate account of a novel race that has been projected, and on foot, for the week past, and is undecided yet. A little dispute arose between a member of the Confidence Engine Co. No. 1, and a member of the Knickerbocker Co. No. 5, in which both parties "blowed" considerably on the quality of the "stuff," that the members were made of, and at last a bet of a small amount was made between the parties, that their "maelstrom" could beat the other. The bet, small as it was, created considerable stir among the "boys," and in the morning the following notice from No. 1 appeared in the paper:

A Challenge.—The members of Confidence Engine Company offer the following challenge: 1st.—To run engine No. 1, with either 20 or 40 men (as No. 5 shall determine), against engine No. 5, with an equal number of men, for any sum from \$250 to \$1,500—\$250 to be put up as a forfeit on the acceptance of this challenge.

2d.—The race to be on the 18th day of May, 1857, at 4 o'clock, on the Centerville Course, each engine to be allowed two officers to go with and direct, but not to touch the engine or her ropes.

3d.—Each engine shall be run in working order.

4th.—The choice of tracks shall be settled by tossing.

5th.—The race and four running shall be governed by the rules of the course applicable to a trotting match.

6th.—Each company shall choose one Judge, and the two so chosen shall choose the third, and the decision of the three, or any two of them, shall be final.

ROBERTS.

No. 5 duly considered the proposition, and offered as an excuse from running, that they were all poor men, and could not conveniently raise the money, which was an easy matter, for No. 1's boys as they were all laboring men. In order to make No. 1 "back down," the Knickerbockers caused to be inserted the following re-butting "Challenge" in the Evening Bee:

The Challenge.—Having noticed a challenge in the morning papers, over the signature of "Roberts," to engine Company No. 5 from engine Company No. 1, we respond as follows: 1st.—To run engine No. 5, with twenty-five men on each engine, for \$250 a side, with two or more officers in command, said officers not to touch the engine or ropes.

2d.—The race to be run on the 18th day of May, 1857, on any unplanked street in the city, or straight road in the country, distance sixteen hundred yards.

3d.—Each engine to be run in working order, and equipped for service under all emergencies.

4th.—The choice of track to be chosen by tossing, and each engine to retain her track from the score to the goal.

5th.—The twenty-five men to be selected shall be certified members of the respective companies, and to start from the score.

6th.—Each company to select one judge for each four hundred yards along the line, said judges to choose an umpire, and each engine to be governed by the rules of foot racing, and a decision of a majority of the nine judges to be final.

KNICKERBOCKER.

The above, contrary to expectation, was accepted, and on Monday the race was to come off. The selected party (by the challenged party) was a level track between the railroad crossing, on the lower Stockton road and Harrison's race course, and the score 5 o'clock P. M. Subsequent to which time the Chief Engineer, understanding the locality selected, sent a written notice to each company, forbidding them taking the engines beyond the city limits. No. 1 paid no attention to the Chief's order, but at the appointed time proceeded to the place designated. No. 5 heeded the order—understood that No. 1 would meet them at the east end of M street, and run toward Front. No. 5, at the appointed time, started and ran down M street alone, for the distance of 2,000 yards, in about ten minutes. No. 1 run over the track first proposed, "outside the city," for the distance of 1,600 yards, and five minutes and six seconds, and then returned home. About two thousand persons went out to witness the race, and looked on with interest, traveling so far in the dust and heat, and then coming home without having seen the fun.

Each company claimed the race, which evidently belonged to neither. An arbitrator was chosen by both companies, who chose a third, who was taken evidence for two nights, and it becoming apparent that no settlement could be arrived at, the following propositions were sent in by the foreman of No. 1, which was declined by the Knickerbockers:

To John H. Housman, P. Holland, J. S. Friend, Judges of the water between engine Company No. 1 and Knickerbocker No. 5.

GENTS: I hereby offer to you the following proposition: 1st.—To run engine No. 5, with twenty-five men on each engine, for \$250 a side, with two or more officers in command, said officers not to touch the engine or ropes.

2d.—The race to be run on the 18th day of May, 1857, on any unplanked street in the city, or straight road in the country, distance sixteen hundred yards.

3d.—Each engine to be run in working order, and equipped for service under all emergencies.

4th.—The choice of track to be chosen by tossing, and each engine to retain her track from the score to the goal.

5th.—The twenty-five men to be selected shall be certified members of the respective companies, and to start from the score.

6th.—Each company to select one judge for each four hundred yards along the line, said judges to choose an umpire, and each engine to be governed by the rules of foot racing, and a decision of a majority of the nine judges to be final.

KNICKERBOCKER.

The above, contrary to expectation, was accepted, and on Monday the race was to come off. The selected party (by the challenged party) was a level track between the railroad crossing, on the lower Stockton road and Harrison's race course, and the score 5 o'clock P. M. Subsequent to which time the Chief Engineer, understanding the locality selected, sent a written notice to each company, forbidding them taking the engines beyond the city limits. No. 1 paid no attention to the Chief's order, but at the appointed time proceeded to the place designated. No. 5 heeded the order—understood that No. 1 would meet them at the east end of M street, and run toward Front. No. 5, at the appointed time, started and ran down M street alone, for the distance of 2,000 yards, in about ten minutes. No. 1 run over the track first proposed, "outside the city," for the distance of 1,600 yards, and five minutes and six seconds, and then returned home. About two thousand persons went out to witness the race, and looked on with interest, traveling so far in the dust and heat, and then coming home without having seen the fun.

Each company claimed the race, which evidently belonged to neither. An arbitrator was chosen by both companies, who chose a third, who was taken evidence for two nights, and it becoming apparent that no settlement could be arrived at, the following propositions were sent in by the foreman of No. 1, which was declined by the Knickerbockers:

To John H. Housman, P. Holland, J. S. Friend, Judges of the water between engine Company No. 1 and Knickerbocker No. 5.

GENTS: I hereby offer to you the following proposition: 1st.—To run engine No. 5, with twenty-five men on each engine, for \$250 a side, with two or more officers in command, said officers not to touch the engine or ropes.

2d.—The race to be run on the 18th day of May, 1857, on any unplanked street in the city, or straight road in the country, distance sixteen hundred yards.

3d.—Each engine to be run in working order, and equipped for service under all emergencies.

4th.—The choice of track to be chosen by tossing, and each engine to retain her track from the score to the goal.

5th.—The twenty-five men to be selected shall be certified members of the respective companies, and to start from the score.

6th.—Each company to select one judge for each four hundred yards along the line, said judges to choose an umpire, and each engine to be governed by the rules of foot racing, and a decision of a majority of the nine judges to be final.

KNICKERBOCKER.

Accident.

During the alarm of fire on Saturday evening last, while Knickerbocker Engine No. 5 was running at a rapid rate through Leidesdorf street, from Commercial to Clay, Mr. John Muir, one of the members, stumbled, fell, and one of the fore wheels of the engine struck him on the left side of the face and passed over his left shoulder and part of the chest, and before the company could stop, the whole wheel did not strike him. He was picked up and conveyed to Little's Drug Store. Dr. Angell immediately came to his assistance, and Dr. Sawyer, one of the surgeons of the Department, was sent for. Mr. Muir made light of his injuries at first, but it was found that he had become deranged. The left side of his face was badly mutilated from the cheek bone to the ear, which was severely cut. The skin on his left breast was also broken. It was hoped that this was all, but an examination by the physicians brought to light the fact that unfortunately his left shoulder blade was badly shattered. It is thought by the firemen that it was not the wheel which struck his face, but the bottom of the going, which is attached to the under portion of the fore axle.

The accident was unavoidable, as the engine was on a full run towards the fire, and Mr. Muir was only a few feet from the end. His falling was caused by a loose plank, the end of which was somewhat elevated in the street. Mr. Muir was afterwards taken to the Knickerbocker engine-house, where the physicians further examined him and dressed his wounds. Dr. Sawyer did not think his skull was injured, but it was feared that congestion of the brain would ensue from the wounds on his face. Mr. Muir is a printer, and foreman of the Sun office.

We are glad to announce that under the skilful hands of the physicians and the kind attention of his fellow members Mr. M. is rapidly recovering from his injuries.

Stewards.

The following communication was received from the Foreman of the various Engine and Hook and Ladder Companies:

To the Honorable the Board of Supervisors of the City and County of San Francisco: GENTLEMEN.—The undersigned, Foreman of the various Engine and Hook and Ladder Companies, would respectfully request your Honorable Body, that according to the provisions of the No. 685, passed by the Common Council of the City of San Francisco, and approved April 12, 1854, each Engine and Hook and Ladder Company were authorized to employ a person to act as steward or cleaner, at a salary of \$40 per month, payable from the City Treasury; and that such persons were so appointed; that during the months of April, May, and June, 1856, no warrants or money were received from the city for the payment of those persons, but were paid by private funds of the Company, or individuals attached thereto; that by order No. 1028, approved June 30, 1856, the Comptroller was instructed to draw his warrants for the payment of the same, that afterwards, on the 1st of July, 1856, the said Comptroller being out of the city, was restrained from obeying said order, and the same still remains wholly unexecuted or paid; that by section 13 of the amendments to the Consolidation Act, of the 1st of July, 1856, it is empowered to audit and allow all such claims. Wherefore, the undersigned would respectfully petition your honorable body, to take action on the same, and audit said bill, and your petition will ever pray.

Signed by David Scammon, Foreman Engine Co. No. 1; Ira Cole, Foreman No. 2; Jacob Chase, Foreman No. 3; W. S. O'Brien, Foreman No. 4; E. Vreeland, Foreman No. 5; G. H. Hoeselroos, Foreman No. 6; J. C. Lane, Foreman No. 7; C. Walsh, Foreman No. 8; John Short, Foreman No. 9; J. C. Curry, Foreman No. 10; Robert Cushing, Foreman No. 11; John Hanna, Foreman No. 12; M. Hays, Foreman No. 13; J. A. Wilkinson, Acting Foreman No. 14; H. Robin, Hook and Ladder No. 1; H. A. Cobb, Hook and Ladder No. 2; R. N. Vanbrunt, No. 3. By their Attorney,

D. B. CASTREE.

Communication received and referred to the Finance Committee.

The above communication was presented to the Board of Supervisors at their meeting on Thursday evening. The request of the Foreman is a just one, and an examination into the matter prove. There are two errors in the communication which should be corrected in the original document. Wm. T. Chase and not Jacob Chase is Foreman of No. 3, and M. S. Neefus and not C. Walsh is Foreman of No. 8.

Fires and Alarms.

May 11, 12 1/2 A. M.: Hall bell alarm; Third District, Concert Hall, corner of Clay and Sansome streets; cause, incendiary; damage, \$1,000.

May 16, 7 P. M.: Hall bell alarm; Second District; Vallejo street, opposite Catholic Church; cause, incendiary; damage, \$1,000.

May 18, 12 1/2 o'clock: Hall bell alarm; First District, brick store, Lyon & Carson, corner Jackson and Front streets; cause, supposed incendiary; damage, Pacific 8 first water.

HAPPY WEDLOCK.—In this city, on Monday last, the 18th inst., Mr. Patrick Hunt, Assistant Foreman of Engine Company No. 1, was united in the happy bonds of wedlock to Miss Mary Jane Ricard of this city. The interesting ceremony was performed by the Rev. Mr. Gallagher, at St. Mary's Cathedral, and was attended by an immense concourse of persons. Mr. Hunt is an old resident of this city, having come to California in the pioneer days of forty-nine. By industry and strict integrity in his business relations, he has amassed a snug little property to care for himself and family in their old age. The happy bride and bridegroom received a large number of their friends and acquaintance on the evening of the marriage, at their residence No. 200 Stockton street. We wish their future may be as happy as their fondest hope can realize, and that no cloud may obscure the sunshine of their bliss.

MARION RIFLES.—At the annual election of the Marion Rifles held last week at their armory, the following named persons were elected as officers of the company for the ensuing year: R. E. Riggs, (re-elected), Captain. E. B. Zabrickie, First Lieutenant. J. H. Williams, Second Lieutenant. E. A. Bonnard, Third Lieutenant. Dr. T. Hyde, Surgeon. F. Zantinger, Quartermaster. Sergeant O. T. Wilson. Secretary.

The Rifles is the oldest organized company in the State, and decidedly one of the best drilled and efficient we have among us. They number some seventy odd men in all—rank and file and are armed with the celebrated Minié rifle.

THE FIREMEN'S ADVOCATE.—We have received a copy of a neat journal bearing the above title, published in Boston. It is in quarto form, and is extremely well gotten-up. The heading is unique, beautiful, and appropriate, and the typographical appearance exceedingly neat. As its name imports, it is devoted to the interests of the firemen, and the firemen throughout the country would do well to patronize it. We heartily wish it success, and hope its proprietor, Herman Bird, Esq., may reap a golden harvest. Communications and letters must be addressed to Norris & Prince, No. 5 Washington street, Boston.

EN ROUTE.—An engine of the Hunneman style, designed for the use of Warren Engine Company No. 4 (an independent company) of Marysville, was sent to the city yesterday. As the machine must necessarily remain here for a second or third day, and the superabundance of freight, and the accident to the Young America, it was at once taken in charge by the members of Confidence Engine Company No. 1, and properly housed. The engine was built by W. B. Hunneman, of Hoxbury, is plain and substantial, has 10 1/2-inch stroke, and 10 1/2-inch cylinder, and is altogether a pretty affair. We believe that she cost something near or quite \$2,500.

Demagogue's Weekly Journal.

Subscriptions.

TO THE FIRE DEPARTMENT COMMITTEE FUND—up to the present date, at the office of H. A. Cobb, Chairman, Committee: F. E. R. Whitney, Chief Engineer, \$50 00. Marcus D. Boruck, ex-Secretary, 20 00. T. J. L. Smith, Pres't Brauman Ass'n, 25 00. H. A. Cobb, Treasurer Fire Dept., 20 00. R. E. Sigler, member of No. 11, 5 00. J. E. Nutter, ex-Chief Engineer, 10 00. Herald Office, 14 00. W. Oscar Smith, 1st Ass't Eng. F. D., 10 00. H. P. James, 10 00. John A. Harrison, 5 00. C. M. Chase, member of No. 9, 10 00. Fred K. Kohler, ex-Chief Engineer F. D., 10 00. D. H. Hannahan, Sec'y Manhattan, 10 00. Wm. Hart, member of No. 12, 10 00. G. H. Hoeselroos, Foreman of No. 6, 25 00. Franklin L. Jones, ex-President F. D., 10 00. Sundry members Lafayette B. & L. S., 34 90. Total, \$302 60.

THE CIRCUS.—Among the most popular places of amusement at present open in this city, Messrs Lee & Bennett's Circus appear to be receiving a full share of patronage. Their spacious pavilion erected on Jackson street, on the vacant lot adjoining the Intentional Hotel, has been crowded nightly since the canvass was first spread. Since the visit of the company to this city last summer, it has been greatly increased in size by the addition of several excellent performers, and a variety of magnificent trappings, which are displayed to decided advantage. The stud of horses comprise the best trained animals, adapted for circus performance to be found in the State and for beauty of form and style of action we doubt much if they can be excelled in the world. The dashing acts of equestrianism as performed by Mr. Melville on horse back without the use of saddle or bridle, the horse jumping over poles and gates at a "flying speed," while his rider balances himself on his back are the most surprising and wittol the most daring feats of horsemanship we ever witnessed and alone will well repay the price of admission. Masters Franklin and Raphael are also excellent in the acts assigned them. The Misses Worrell, the three little graces of the arena, have been received as universal favorites, for their exquisite and graceful dancing. Together with the beautiful riding of Miss Whitaker, the gymnastic exercises of Master Francis and Eugene Lee, and the quaint sayings and good natured witticisms of the two clowns, Messrs Worrell and Rochette combined, make up a very delightful evening's entertainment. Messrs Lee & Bennett, by their accustomed liberality, tendered a benefit to Pacific Engine Company No. 8, which came off on Thursday evening. The pavilion was crowded by one of the largest audiences we ever seen congregated in a place of amusement in this city. The performances passed off satisfactorily. The receipts must have been very large—judging from the number of persons present—and will materially assist No. 8 in purchasing a new apparatus.

FILLING CISTERNS.—The Board of Supervisors having accepted the proposition of Mr. Geo. H. Ensign to fill the cisterns in the north western portion of the city, the work was commenced on Tuesday, the Chief Engineer having furnished the requisite horse. The cisterns at the corner of Stockton and Broadway and Stockton and Washington have been refilled. We learn it is the intention of the Chief to refill the one at the corner of Dupont and California; it is somewhat doubtful whether the spring has the power to force the water that distance, it being nearly 2,000 feet although nearly all the way down hill, the attempt however will be made and we trust it will succeed.

SAN FRANCISCO MINISTERS.—The hall has been well filled during the past week by the ministerial portion of the community. The people do not seem to tire of the Ministers, though we think it would be wisdom in Messrs Brier & Co. to produce if possible, some new extravaganzas. Those now presented have had a constant run for a long time, and are about "played out." "San-Patch-In" draws well, and we think one or two similar ones, in addition to their unexceptionable ball singing would ensure them full houses for some time to come.

TOTAL OF SPEND.—Upon the alarm of fire yesterday the members of Confidence Co. No. 1, started out with their own, and also the engine mentioned in another paragraph, as belonging to a Marysville company. Upon the return home a race was proposed, and a division of the members and others who had joined in was made, so divided as to give the Marysville engine 37 men, and that belonging to the "Roosters" 31. The arrangements were completed on J street at the junction of 7th, the race to extend to the engine house on 3d. The start was capital, the men upon both lines bending together and making the first jump simultaneous. The side walks adjoining the street by this time were filled with people and much delight was manifested as the machines went whizzing by. We observed that several of the more anxious spectators endeavored to obtain a prolonged view by running alongside, but they were for the most part left behind by the boys, who passed us in a way lessened by the weight they dragged. The wheels fairly bounded upon the plank, and had the parties been running loose they could not have made better time. The Confidence engine weighs 1,300 lbs more than the other, but this difference did not prevent the men attached to the former from coming in ahead and winning the race by about eight feet. It is seldom that more amusement is obtained from a contest so suddenly proposed, arranged, and completed.—Democratic State Journal, May 18.

PERSONAL.—Mr. Ned Willis, Foreman of Rutte Engine Co. No. 1, and Mr. S. L. Snyder, of the Hook and Ladder Co., were held last evening at the Hotel, paid us a visit on Saturday. They came to make some arrangements about a Fire Engine and bell for the "Gem of the Foot Hills." Our boys, of course, showed them every attention.—Marysville Inquirer.

HOOK & LADDER CO.—An enthusiastic meeting of gentlemen favorable to the organization of a Hook & Ladder Co., was held last evening at the Hotel, and a large number of gentlemen were present. After considerable discussion the meeting adjourned to meet on Tuesday evening next at the same place, whenever very one desirous of joining is expected to be present.—Weekly Columbian.

IN TOWN.—John C. Keenan, Esq., Foreman of Knickerbocker Engine Company No. 5, of Sacramento has been in the city during the past week. Mr. K. has lately returned from a trip to the Atlantic States, and seems much improved in health.

BENEFIT.—A benefit in aid of the Fire Department Cemetery Fund, takes place this evening at Lee & Bennett's North American Circus. It should be well patronized, for the object is certainly a deserving one, and entitled to the support of the entire community.

BOARD OF DELEGATES.—An adjourned stated meeting of the Board of Delegates will be held at their chambers, City Hall, on Wednesday evening, May 27th,

NEW ADVERTISEMENTS.

R. H. VANCE,
Corner of Sacramento and Montgomery Streets
HAS, BY THE SUPERIORITY OF HIS
Daguerotypes and Ambrotypes received the
First Premium, awarded by the State Fair in 1856,
being the third time received against all competitors.
To those who wish something New and
Beautiful.

We have purchased the Patent Right of cutting
Ambrotypes for this State, and are now enabled to
cut them in a style new and valuable to the United States,
at very little cost from the smallest miniature to life size.
For any size of portrait, or for a group of persons, in
city or State, or called Ambrotypes, as "barns
and a friend upon the public, being a liberal in
limitation of the genuine article. 20000

JOSEPH GENELLA,
124 MONTGOMERY STREET.
"SIGN OF THE
"BIG PITCHER,"
HAS amply replenished his Stock for the season with

CROCKERY, GLASS AND CHINA WARE,
Fine Cutlery and Fancy Articles,
 and of considerable quantity in his line of business.
 His store is the best known establishment in the city
 in its arrangements for procuring the best goods on the west
 coast of southern Mexico, and he invites the particu-
 lar attention of buyers, as he will not allow a customer to de-
 part without being satisfied. He is also a dealer in the
 Country Trade should not disregard this advertise-
 ment. Let them call at the "Big Store," and examine
 the goods for themselves.
 J. M. S.

PAINTS AND OILS.


Worthington & Hayes
 No. 87 Montgomery Street.

Between California and Sumner.

WHOLESALE and retail dealers in Paints, Oils, Glaz-
Varishes, Turpentine, Alcohol, Glue, Brushes, Gold
and Silver Leaf, Bronze, Flocks, Artists' and Grainers'
Colors and Materials.

House, Sign, Ship, and Ornamental Painting.
 Executed with dispatch, and in a style unrivaled in the
 city. Gliding, Glazing, &c. &c. &c. art if

Plianos ! Plianos !!



WILLIAM G. BADGER,
Nos. 105 and 107 Battery Street
Has been appointed SOLE AGENT in CALIFORNIA
for the SALE of PIANOS, from the following Celebrated
Makers:
Chickering & Sons, of Boston;
Raven, Bacon & Co., of New York;
Upright & Square Pianos of New York.

The Instruments of the above makers are known to the
musical world as possessing a tone and a finish that is un-
rivalled by any other.

JUST RECEIVED—Per ship Joseph Peabody—six
Chickering & Sons' Tonic round-crowned Pianos.
The above instruments are all guaranteed. Purchasers
should examine this stock of Pianos before buying else-
where. The prices will be the same as they can be had
for at the manufactories of the makers. apl f

WHOLESALE
DRY GOODS
TAAFFE, M'CAHILL & CO.,
Front Street, corner of Sacramento,
IMPORTERS AND JOBBERS OF
HOSIERY,
Staple and Fancy Dry Goods
CLOTHING, &c., &c.

HAVE now on hand, and are constantly receiving every clipper ship from the East, and by every steamer via the Isthmus, a considerable variety and amount of all GOODS in their line, selected expressly for the market by one of the firm which will be sold at the lowest market prices, and to which the attention of city and country buyers is invited. Particular attention is called to the following:

PAVING STONES
PAVING STONES

THE LATEST STYLES AND DESIGNS.

A large assortment of

Alexandre's Celebrated Kid Gloves

Always on hand, together with a large variety of

Buck Gloves, Gauntlets, &c.

Also a very full stock of

COMBES NO.

Men's Merino, Cotton, and Silk Undershirts and Draw
Cotton. Wool and Silk Half Hose;
Ladies' Merino and Silk Vests, Worsted, Merino, Silk,
Cotton Stockings &c.

Davis & Jones'

CELEBRATED PATENT SHIRTS.


Gray, Blue, and Red Fannel Overshirts;
Kecrosey Jean and Cassimere Shirts;
Linen Check and Hickory Shirts;
Brown, Gray, White, and Pink Cotton Undershirts

Draws.

Denim Gervalls and Jumpers;
Cottons and Linen Drill Pants;
Linen and Cotton Flannel and Buckram Pants

Drills, Sheetings, &c.
 Attention is directed to their extensive stock of Goods suitable for Shipst Steamboats, Hotels, and Family consisting in part of
 Family Blankets; Marcellus Quilts;
 Berth Blankets; Berth Quilts;
 Linen and Cotton Sheetings;
 Linen Table Cloths;
 Table Damask, Napkins, Towels;
 Worsted and Silk Curtain Damask, Table Cloths,
 English, French, and American Prints;
 combed or
 New Styles French Prints;
 English Superfine Prints, chints colors;
 Merimee Prints—Phillip Allen's Prints;
 Sprague's Prints—Coobee Prints, &c.
 French Lawns.
 Brilliantines, O pander,
 Barges, Swiss Mullins, &c., &c.
 Together with a large stock of
 White Goods.

Mull, Nanook, Cambric, and Jaecnet Mugs
 All ORDERS filled with care and dispatch.
 TAAFFE, McCAHILL & CO
 Front street, corner Sturman
 ap18 tf


Redington
& Co.
Wholesale

Druggists

107 Clay Street,
Offer for Sale:

**ALCOHOL,
CANTHARY OIL,
TARTARIC ACID,
BLUE VITROL,
FRANKLIN'S
CAMPHOR,**

**CHERRY CATE,
SALICILATE OF POTASH,
SALICILATE OF SODA,
FLAVORING EXTRACTS,
SHAKERS' HERRS,
BROWN HAWK,
SUP. CARE OF SODA,
BAY RUM,
SANTAL MIDY,
SANTAL LINAIR,
BISTOL BRICK,
SANTALIN,
SANTALIN,
SANTALIN**

Calabria, Licorice,
Cowardin, Sarsaparilla,
Saunder's Sarsaparilla,
Cosper's Mustang,
Golden Seal Bark,
Indigo,
Cosperan,
Yellow,
 And a full and complete assortment of
DRUGS AND MEDICIN

STROBELLE & CO.
HAT TAILORS & CLOTHING HATS & COATS

THE FINAL

FURNISHING GOODS.
Suit the Times,
ER ST. NICHOLAS HOTEL,
CO'S
HOUSE.
on, has arisen to its present magni-
tude in all that can adorn the hu-

Stantial Clothing,
CT.
to examine for themselves. Upwards
for the City trade, an Warmer
establishment on the Atlantic
val of every summer

J. M. STROBRIDGE & CO.

MISCELLANEOUS.

HOME MANUFACTURED.

HOOTS AND SHOES.
I have a large stock of Hoots and Shoes made by French and English makers, I am enabled to supply you at the lowest prices, my assortment consists of
Hoots, Shoes, and Gaiters,
of every style, selected at Paris. I have a complete assortment of the same article,
BY MY OWN MANUFACTURE.
Will manufacture to order at the shortest notice and on the most reasonable terms. Having selected the stock myself, everything made in Italy shall be superior, inferior in **price, material** equal to any in this city.
No. 107 Broadway, Shoe Store, corner of Battery
and South Street.

JOHN LAYELL & CO.

GRAY & MASSEY,
UNDERTAKER

SAN FRANCISCO.
 Agents for the sale of Plain and superior Mahogany and
 Common Oak Furniture, and all kinds of Goods, and
COLLARS, and CLOATHS.
 Tench Stairs furnished on order. 511-17

Northern Assurance Company
Established in 1836.
 INCORPORATED BY ACT OF PARLIAMENT.
 CAPITAL. £1,350,760

HEAD OFFICES:
 LONDON, ABERDEEN, BELFAST, EDINBURGH,
 BULGAE, GLASGOW, and DUBLIN.

THE 20th ANNUAL MEETING OF THIS
 Company was held on the 13th instant, when the
 following results of the business for the year ending the
 31st of January of next, were submitted to the proprietors
 and policy holders:

Fire Department.
 Premiums for the year. £175,550 19s. 3d., which after pay-
 ment of all losses and expenses, and provision for all out-
 standing claims, left to the credit of profit and net balance
 of £43,624 10s.

Life Department.
 Premiums of 567 new Policies issued dur-
 ing the year. £16,050 9s. 6d.
 Renewal Premiums and Interest. £254,995 7s. 6d.

Profit, Dividend for the year. £62,141 10s. 6d.
 Balance carried forward. £18,918 19s. 6d.

Number of Policies current, 3,334 for capital
 £4,466,000. **Dividend** £1,569 4s. 6d.

Amount of invested funds, as was due of. £266 0d.
Revenue from all sources above. £149 000

The Company having this year completed the fourth financial period of its existence, the Directors, at a meeting held on the 22nd of January last, have resolved to present to the shareholders of the past year, a formal statement of the results of the business, and of the participating claims of \$1,764, per cent. per annum on the capital of \$100,000, for the year ending 31st December, 1891, and although the Board of Directors are desirous to place before the shareholders a considerably higher bonus might have been given, the meeting resolved to adopt the recommendation of the Directors, and to carry forward the surplus in application at the declaration of profits to take in 1892.

At the same time the Directors have recommended that the dividend to the shareholders for the year be in the sum of \$1,000,000, on the paid-up capital, the same was adopted accordingly.

Progress of the Company During the Past Financial Year.

	Revenue (from 1st April 1891 to 31st March 1892)	Expenses (from 1st April 1891 to 31st March 1892)	Profit (from 1st April 1891 to 31st March 1892)
Revenue (from 1st April 1891 to 31st March 1892)	\$1,764,000		
Expenses (from 1st April 1891 to 31st March 1892)		\$1,000,000	
Profit (from 1st April 1891 to 31st March 1892)			\$764,000

At the same time the Directors have recommended that the dividend to the shareholders for the year be in the sum of \$1,000,000, on the paid-up capital, the same was adopted accordingly.

SMITH BROTHERS & CO.
Sole and General Agents,
CALIFORNIA LINE

Having established a line of mail from Clatsop Clippers to sail regularly from Astoria, June 25th.

NEW YORK, FOR SAN FRANCISCO,
On the days indicated, we shall rely upon our California Mail for the transportation in maintaining the above-named service.

We shall have none but First Class, Vessels, fast and well equipped, and the service was superior to all other lines, and promptness and dispatch of our service commensurate with the popularity of the CALIFORNIA MAIL and the good service rendered by every California Mail steamer, and by our efficient and experienced crews to insure the safe and comfortable passage.

We will have a special rate for the country to New York, and will be carefully watching the market for the forwarding trade of Commission.

CLATSOP MAIL, NEWBORN & CO.,
121 Wall Street, New York.

CALIFORNIA SEAMLESS HOSE
AND RUBBER LATHING.

We have on hand, and about to ship to the various contractors, a large quantity of the best **SEAMLESS HOSE** and RUBBER LATHING, as well as all the other articles usually on hand.

ONE-FOURTH OF THE PRICE
of others of equal quality.

TO EXAMINE OUR CATALOGUE, STORY,
1000 Broadway, New York, and Montgomery Streets.